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Notification.

In reply to the many enquiries as to time of issue of the Hawaiian Annual for 1900, the publisher states that it is hoped to appear shortly after New

Departments or Societies not yet baving reported their changes for the REGISTER and DIRECTORY feature of the work for the coming year will rlease do so at once.

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THE PICKEER JAPANESE PRINTING OFFICE The publishers of "Hawaii Shinpo." The only daily Japanese paper pubished in the Islands.

N N N N tania street.

Merchants Discuss Way ARE DESIRABLE INVESTMENTS To Relieve It.

The Powers of the Collector General to Clear Wharves--Subject of a Resolution.

A meeting of the shipping element in the Chamber of Commerce was held following at 21/2 per cent premium: at the rooms of that body yesterday afternoon in pursuance of a call the bonds; nature of which is indicated in this \$200,000. preamble: "We, the undersigned, members of the Chamber of Commerce of Honolulu, representing the shipping interests of Honolulu, realizing the congested condition of the harbor and above issues wharves of this city, deem it advisable that the Collector General of this port should adopt strict methods governing the the clearing of the wharves of cargo, as it is landed from the various vessels. and granting to each vessel an allotted time for discharging at any wharf, believing that if such regulations are adopted the quick discharge and dispatch of vessels will be greatly facili-

An lateresting discussion, in which nearly all those present took part, fol-Custard, in large or small sizes; Deli- lowed. It was suggested that no precise time-limit coud be fixed for all vessels discharging owing to the difference in the character of their cargoes. It gues, Eclairs, Almond Macaroons, Tart- had become desirable to work night and day but owing to the absence of Ice Cream and Fruit Sherbets; Wed- electric lights, night work on wharves is not always possible in good weather. To order half-emptied vessels away that had overstayed their limit would put them, for the time being, out of the list of ships available for sugar exports. It was thought that power to E. Johnson Secretary clear the wharves promptly, if confer- Geo. L. Desha Auditor red upon the Collector General, would help matters, though some one suggested that as the wharves are very narrow only a few drays can operate on them at a time. The Collector General suggested that the inextricable pilling of the freight was in the way of speedy clearance and proposed that goods taken out of ships be docked according to marks and numbers. Finally after much pulling and hauling, the following resolutions were adopted, Hon. J. B. Atherton moving them:

Sec. 1. That the Collector General enforce the taking away of all cargo on the wharf as soon as discharged, and, Manager, if not removed by the consignee within twenty-four hours after the same is landed from the vessel, then the Coilector General shall have the power to remove such freight either to the custom warehouse or to such other place as may be designated by the consigner (either to be at the option of the Collector General); the cost of such handling and carring to be at the expense

of the consignee of such goods. Sec. 2. That the Collector General limit the time in which each vessel can lie at a wharf to discharge, and, if the vessel is not discharged within such time, then the Collector General shall have the power to remove such vessel from the wharf.

It had been the intention to fix the legal time for vessels to discharge but the idea was given up on the ground of impracticability.

THE TRAMWAYS CASE.

Hon. W. R. Castle Comments on Judge Perry's Decision. Editor Advertiser: Considerable

comment has been made on the decision of the Southwick case against the Tramways Company. It may not be amiss to say that Mr. Southwick, as the actual legal owner of shares in the Tramways Company, has a right to be Queen Street : : Honolulu, H. informed as to the doings of the corporation and to ask the court to en- Hawaiian Agricultural Company, On: join it from doing illegal acts.

Judge Perry has not passed upon the legal questions raised, as he refuses to entertain the case, saying that it was "an imposition on the court." The case was brought in perfect good faith in the name of the stockholder, as that was the only way of getting questions decided which it would have been impossible for an outsider to raise, as the Minister of Interior (King) refused to act or take any steps. It would be for the manifest advantage of both companies as well as the public to have the questions raised decided once for all. I think the Judge was hardly justified in speaking of it as an "imposition on the court," for it was pointed out by Mr. McClanahan, attorney for the plaintiff, that there are decisions on both sides of the question as to whether an action will not be entertained if the expenses of the suit are that the important questions raised have not been decided, and the community, which after all is the interested party, informed as to what is the TRANSACT A GENERAL BANKING aw in this country in those matters. The Rapid Transit Company has

been much delayed in its operations (I Commercial and Travelers' Letters do not refer to the decision) by causes beyond its control, but it may be of interest to the general public to know that contracts have been made, and are now being pushed to completion which will soon give to Honolulu over twenty miles of the very best electric passengers transportation service, and when that material is landed a force of men will be put at the work, which will insure very brief interruption of street traffic.

W. R. CASTLE-Attorney for H. R. T. & L. Co.

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YOKOHAMA. Honolulu, September 7, 1898.